

**Town of Arlington Transportation Advisory Committee (TAC)
Symmes Transportation Subcommittee (STS)**

Wednesday, September 10, 2004

First Floor Conference Room, Town Hall Annex, 5:00 PM

STS members present: Ed Starr (Chair), Elisabeth Carr-Jones, Jeff Maxtutis, Scott Smith

Others present: Peter Szerlag

Review of Draft Symmes Traffic Study

The subcommittee reviewed the Draft Report on the Symmes Redevelopment Transportation Overview from Howard/Stein-Hudson. It was agreed that minor corrections to the report would be addressed outside the meeting. The following comments were made on the sections of the document that were included in the report.

Page 5, *Table 1. 2004 ATR Counts*: Automatic traffic recorder counts are missing for Hospital Road at Woodside Lane.

Pages 5 & 7, *Oak Hill Drive Speed Study Results*: Additional data supports the need for traffic calming.

Page 6, *Figure 2. Daily Traffic Variations*: Current Hospital Road traffic doesn't peak until after 9 AM and remains relatively constant until 3 or 4 PM. Other roadways show standard peak period distribution.

Page 9, *Figure 4. Study Area Intersections*: Woodside Lane is shown as connecting to Yerxa Road.

Pages 15 & 16, *Tables 3 & 4. Existing Conditions Level of Service*: The delay times appear higher for unsignalized intersections than field observations would indicate. The crash rate at some of these intersections may be another indicator of the poor level of service.

Page 18, *Table 5. Crash Rate Summary*: The Summer and Grove intersection currently meets the AM and PM peak signal warrant. The calculation for the crash rates could have been explained more fully in the report. The Statewide 2003 crash rate (0.63) was used instead of the 2002 District 4 crash rate (0.59).

Page 18, *Table 6. Existing MBTA Bus Service*: Check ridership on #67 bus (493/day) to mode split predictions.

Page 21, *Figure 8. Schools in the Study Area*: The Stratton School is not shown.

Page 22, *Figure 9. Existing Pedestrian Conditions (2004) Volumes*: Lines are missing.

Page 23, *Background Traffic Growth*: No upcoming projects in the area were considered, but 0.5% per year should provide a reasonable estimate.

Page 31, *Table 11. Peak-hour Mode Split*: The Town-wide and census tract rates for residential transit use should be compared. The non-auto trips for the medical offices (14%) is very high.

Page 32, *Tables 12 & 13. Existing Vehicle Trip Generation and Project Trip Generation*: Quick estimates show projections to be reasonable. Walk/Bike/Other PM data is incorrect.

Page 34, *Table 16 Trip Distribution*: Both 1990 and 2000 census information is used (all sections of the 2000 census may not be available).

Pages 34 & 35, *Tables 17 & 18 Average Travel Times and Distances*: The information needs to be more complete in order to be useful beyond a simple comparison. Total travel times and specific routes should be provided.

Pages 35 & 38, *Build Transportation Impacts*: Safety, capacity and quality of life issues need to be balanced with mobility.

Pages 36 & 37, *Figures 13 & 14 Trip Distribution, Options 1 & 2*: The percentages need further investigation. Figure 14 is missing lines.

Engineering Plans for signal addition at Summer Street and Hospital Road: The combined intersection will have one controller, similar to the Park Ave / Rt. 2 set of signals. It appears that clearing traffic from such a large intersection will be difficult, and may result in traffic blocking the Hospital Road entrance. The long signal cycle will also result in long queues. The effect on other roadways (such as Grove, Oak Hill and Washington) may need to be investigated. Adding a right turn lane into the site should be investigated.

The meeting adjourned at 6:15 PM.

Handouts:

Meeting Agenda and Comparison Table for Synchro Outputs from HSH Report - from Ed Starr
Draft memo on Symmes Redevelopment Transportation Overview Draft - from Jeff Maxtutis